

## NEW ADVERTISEMENTS.

TO LET—FURNISHED.

A HOUSE with 6 GOOD ROOMS, BATH ROOMS, and VERANDAS, Back and Front, conveniently situated, with a good view of the Harbour. Rent \$95 a month.

Apply to  
MR. A. P. STOKES,  
Supreme Court House,  
Hongkong, 6th April, 1886. [73]

TO BE LET.

"CRINGLEFORD," ROBINSON ROAD—  
FURNISHED for Summer Months.  
No. 9 MOSQUE TERRACE—Immediate Possession.

GODOWN at WANGUL. Water Frontage.

Apply to  
LINSTED & DAVIS,  
Hongkong, 6th April, 1886. [58]

CONSULAR NOTIFICATION.

HAWAIIAN CONSULATE GENERAL,  
Hongkong, 6th April, 1886.

THE following Notice is published for general information:

W. RESWICK,  
Consul General.

REGULATION

AMENDING THE REGULATIONS FOR  
THE FURNISHING OF CHINESE  
IMMIGRATION

INTO THE HAWAIIAN KINGDOM MADE AND  
PUBLISHED ON THE 1ST DAY OF  
SEPTEMBER, A.D. 1885.

By virtue of the authority conferred upon me by a Resolution of His Majesty, in Cabinet Council, passed on the 13th day of July, A.D. 1883, I hereby make and proclaim the following Regulation in regard to the admission of Chinese passengers to the Hawaiian Kingdom, viz:—

From and after the first day of April, 1886, no Chinese passenger shall be allowed to land at any Port in the Hawaiian Kingdom unless such passenger be the bearer of a passport, duly form and legally issued to him or her under the provisions of the Regulations made and published by me on the first day of September, A.D. 1885, "for the control of Chinese immigration"; and the provision in Regulation Number 1 of the aforesaid Regulations, which allows the landing of not more than twenty-five Chinese passengers from any one vessel at any Port in the Hawaiian Kingdom without passports, is hereby rescinded.

[L.S.] Given under my hand and the Seal of the Hawaiian Kingdom, this Eleventh day of February, A.D. 1886.

WALTER M. GIBSON,  
 Minister of Foreign Affairs,  
 P. O. Box 100,  
 Manila.

782] **INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR SHANGHAI**  
 (Taking Cargo and Passengers at through rates for  
 CHIEFO, TIENSIN, NEWCHANG, HANKOW, and PORTS on the YANGTSE.)

**THE Company's Steamship**

**"FOOKSANG,"**  
 Captain Hogg, will be despatched as above  
 TO-MORROW, the 7th inst., at FOUR P.M.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & Co.,  
 General Managers.  
 Hongkong, 5th April, 1886. [726]

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

**FOR MANILA VIA AMOY.**

**THE Company's Steamship**

**"DIAMANTE,"**  
 Captain MacCallin, will be despatched for the above Port TO-MORROW, the 7th inst., at FIVE P.M.  
 For Freight or Passage, apply to  
 RUSSELL & Co.,  
 General Managers.  
 Hongkong, 5th April, 1886. [727]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY, AND FOCHOW.**

**THE Company's Steamship**

**"HAIPHONG,"**  
 Captain Harris, will be despatched for the above Ports on THURSDAY, the 8th inst., at NINE A.M.  
 For Freight or Passage, apply to  
 DOUGLAS LA FRAIK & Co.,  
 General Managers.  
 Hongkong, 6th April, 1886. [728]

**FOR SINGAPORE, PENANG, AND CALUTTA.**

**THE Company's Steamship**

**"ARRATRON AFCAR."**  
 Captain A. B. Munnell will be dispatched for  
 the above Ports on **TUESDAY, the 13th inst.**,  
 at **THREE P.M.**  
 For Freight or Passage, apply to  
**DAVID SASSON, SONS & Co.,**  
 Agents,  
 Hongkong, 5th April, 1886. [720]

**NOTICE TO CONSIGNEES.**  
**FROM SINGAPORE, PENANG, AND**  
**CALCUTTA.**

**THE Steamship**  
**"ARRATRON AFCAR."**  
 having arrived from the above Ports, Con-  
 signees of Cargo are hereby requested to send in  
 their Bills of Lading to the Undersigned for  
 counterfeiting and to expedite the delivery of  
 their Goods from alongside.  
 Cargo impediment discharge will be at once  
 barred and stored at Consignees' risk and ex-  
 pense, as First Discharge will be effected.  
 Consignees are hereby informed, that all  
 Claims must be made immediately, as none will  
 be entertained after the above period.  
**DAVID SASSON, SONS & Co.,**  
 Agents.

Hongkong, 5th April, 1886. [733]

FROM LONDON, PENANG, AND  
SINGAPORE.

**THE Steamship**

"**GLENEAGLES**,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned whence and/or from the wharves or boats delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 11 a.m. TO-MORROW, the 6th inst.

Cargo remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be Countersigned by  
**JARDINE, MATTHEWSON & Co**  
Hongkong, 5th April, 1886. [733]

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**NOTICE.**

**THE POSTMASTER GENERAL** acknowledges the receipt from Messrs. ARNOLD, KARBERG & Co. of ONE HUNDRED DOLLARS in lieu of penalty, for the despatch of the S. S. *Menting* to Newchwang without Notice to the Post Office.

General Post Office,  
Hongkong, 3rd April, 1886. [718]

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**NOTICE.**

**THE SUBSCRIPTION LIST** for the **TESTIMONIAL** to **MR. JACKSON** are lying in the **CLUBS** and at the principal **STORES** in the **Colony**.

**J. MELVILLE MATSON,**  
Hon. Secretary.

Hongkong, 1st April, 1886. [690]



## INTIMATIONS.

**NEW KINDS OF PHOTOGRAPHIC ALBUMS, ENGLISH CUT GLASS BOTTLES, DOULTON WARE, AND FANCY GOODS, LEFT OVER FROM XMAS, will be sold at REDUCED PRICES during the continuance of this advertisement.**

**A. S. WATSON & CO., LIMITED.**

**THE HONGKONG DISPENSARY.**

Hongkong, 26th February, 1886.

NOTICE TO CORRESPONDENTS.  
Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour, no copy is limited.

**The Daily Press.**

HONGKONG, APRIL 6th, 1886.

In considering the means of raising additional revenue, supposing the Legislature, in the face of our large annual surplus, still consider that necessary, it is important that first principles should not be lost sight of. "The freedom of the port" is a phrase which is in every one's mouth, and we are expected in relation thereto to tell our bright for a mere of postage. But what is meant by the freedom of the port? Is it simply that there shall be no Customs House, or that shipping frequenting the harbour shall be exempt from all charges? In the latter case the port has already ceased to be free, for a revenue is derived from the light dues in excess of the amount required for the maintenance of the lights. Some time ago an attempt was made to secure the removal or reduction of the light dues, and was supported by the mercantile community or the ground that no burden ought to be laid on shipping in this free port. At the last meeting of the Legislative Council, however, the Hon. W. K. SWINCK expressed the opinion that the shipping frequenting the harbour and the commerce centring here ought to contribute to the revenue. This is a position which might be supported by very forcible arguments, but still more forcible ones may, we think, be adduced on the other side. For our own part, we wish to see the freedom of the port maintained as an actuality, not merely as a fiction or figure of speech. Not only should we object to the establishment of Customs duties, but we object also to the imposition of light dues, or taxes on bill of lading, and to all the other taxes on commerce so ingeniously imposed by the Stamp Act, and which it is now proposed to further increase. Shipping and commerce are the very breath of life to the colony, and ought to be as free as air. To tax shipping in a port like Hongkong seems to us as injurious as it would be to a shipowner to make a charge for admission to his ship. Still, the arguments by which Mr. Kewick's position may be supported are well worth attention. A tax imposed on shipping might be arranged on such a basis that it would not be greatly felt in individual cases while in the aggregate it would yield a large revenue; and if a vessel now and then gave the place the go-by as a port of call in consequence of such taxation, the public would probably never know anything about it, but would enjoy the bliss of ignorance. Again, the same arguments which have been used in favour of an increase of the Stamp duties apply with equal force to a tax on shipping. The machinery for its collection already exists, and we can calculate with precision what the tax would yield. All that has to be done is to collect an extra two cents a ton by way of tonnage dues when the light dues are collected, and the colony is at once placed in receipt of an additional revenue of \$100,000 or thereabouts. Nothing can be simpler. Nevertheless, we must confess we like the plan almost as little as we do the Stamp duties, though it presses the merit of being a more straightforward way of taxation. Every one subject to the tax would know exactly what he had to pay, whereas the Stamp duties are attended by all the annoyances of petty pilfering—a little taken here, and a little there, wherever it is thought a little will not be missed. Both the Stamp duty and specific charges on shipping are objectionable, but if it be once conceded that the shipping is a fair subject of taxation we have in it a veritable milk cow which would yield all the milk the Colonial Treasurer requires and admit of a reduction in the house tax to boot. The doctrine of the freedom of the port in its fullest sense would of course have to be thrown to the winds, even although no Customs House threw its shadow over the harbour. It may of course be argued that the shipping should pay for the conservation of the harbour, should contribute towards the cost of the Water Police, and should pay for the maintenance of the Harbour Master's establishment. The argument is plausible, but on examination will be found to be pernicious. The light dues were only to be imposed until the lights were paid for, but they are still maintained, although the cost of the lights was covered long ago. It would inevitably be the same with any other tax imposed on shipping: it would be made to contribute to the general revenue. The small charges we have enumerated must be set down as expenses incidental to the business of the colony, and they make but a small show in the account against the immense benefits received from the shipping trade—the trade by which the colony exists and which it should be our object to facilitate and extend by every means in our power. As to the freedom of the port, it seems to us to be distinctly infringed both by the light dues and the tax on bill of lading, whereas we are at a loss to conceive in what way a tax on spirits consumed in the colony could in any way be construed into an infringement. At present, however, the Legislature is apparently all in favour of raising trade

and commerce pure and simple rather than articles of luxury. The wondrousness of our Councils in Byngate Meadow—otherwise their deliberations in the secret Finance Committee—do not seem to have been favourable to their politico-economical well-being.

The German gunboat *Albatross*, Commander Hofmann, arrived yesterday from Amoy, which port she left on the 3rd instant.

The British steamer *Japanese* left Aberdeen dock, and the American ship *C. F. Sargent* left the Cosmopolitan dock yesterday.

We are requested to announce that Mrs. Hamilton's Garden Party at Government House will not take place this week.

The Mascotte Opera Company will to-night, at the Theatre Royal, repeat their performance of Gilbert and Sullivan's new and popular opera "The Mikado."

The Agents (Messrs. Russell & Co.) inform us that the E. & A. S. S. Co.'s steamer *Chang-shan*, from Sydney and ports of call, left Singapore for this port on Sunday.

We learn from the *Huano* that Prince Chin will take a trip to the 8th some time in April. The object of his intended visit will be in connection with the Southern coast defence.

His Excellency S. P. Poff, Russian Minister to China, is a passenger per the French mail steamer *Chang-shan*, which will leave for Amoy on Sunday, from Shanghai, whether His Excellency has gone to inspect the Shanghai Volunteer Corps.

The *Amoy Gazette* says that Mr. R. J. Forrest, H.B.M. Consul at that port, left there on the 29th ult. for Hongkong, in the steamer *Merano* for Europe. Mr. J. N. Jordan remains in charge of the British Consulate.

Captain Fawcett, late chief officer of the *Tanquer*, the present *Admiral* of the *Merano*, has been appointed to the command of the *Tanquer*, in place of Capt. Vardin, who has gone home to bring out a new steamer for the Company.

The *Shin-poo* states that H.E. Tong Shan-chai took over the seals of the Shanghai Volunteer Corps on the 29th ult., and many others were present to congratulate him. The *Shin-poo* was to leave Shanghai for Peking, per steamship *Huano*, yesterday, the 5th inst.

With reference to the draft Stamp Ordinance published in Saturday's *Gazette*, we are requested to state that the whole scheme is under consideration, and it is probable that some modification will be made, any opinion formed as to details must necessarily be premature.

The *Huano* says that on account of the unsatisfactory condition of the arms which were formerly purchased for the Peking Government, the Chinese Ministers to Foreign Courts are instructed to select only the best quality of arms which shall be qualified for inspecting arms and munitions of war whenever the Government may purchase them.

According to the *Huano*, Li Hung-chang started from his yamen in Tientsin on the 18th March, for Peking, to accompany the Emperor on his tour to the East. The *Huano* was followed by a large number, and the Cantonese Taoist of Tientsin was entrusted with the despatch of business at the Vice-regal yamen, but makers of great importance are still forwarded to His Excellency for consideration.

We (N. C. Daily News) understand that instructions have been sent from Peking to the Provincial Authorities all over the Empire to furnish returns showing the number of Leken Hui in the different districts under their jurisdiction, and the facts charged against them. If this information is accurately furnished it will be of great importance to foreign merchants, and the orders to give it have, as might be expected, proved very distasteful to the mandarins.

We learn by private letter from Amoy, that Captain Lewis of the *Butte*, lately A.D.C. to His Excellency Sir George Bowen, has accepted service in the Egyptian Army, and signed an agreement for two years. He gets the local rank of Major. The *Butte* has been sent to Egypt, so far, and the date and day are not yet known. The *Butte* was accompanied by a large number of officers, Colonel Graves, Major Jackson, and Lieut. Mitford have obtained a short leave of absence.

The annual meeting of the Shanghai Chamber of Commerce was to have been held on the 29th ultimo, but there was not a sufficient number of members present to form a quorum. The meeting was postponed to the 5th inst. The annual meeting of the shareholders in the Shanghai Tin Mining Company of Shanghai, which was to have been held on the same day, was also postponed to the 5th April in consequence of the absence of the Chairman, Mr. Drummond.

The *Shin-poo* says—Besides the import of opium, from Kwangtung, the export of tea is a large business in Kiangnan. We have lately heard that on account of the river near Hangchow being difficult for steamboat navigation, the European tea buyers will ship their tea at Kiangning this year, and consequently the Cheuking and Canton tea merchants have arrived at Kiangning in great numbers, to open new tea business, and to secure the necessary supplies for the purchase of tea is forwarded through the Chinese Post Office Chang Shai Fung. The tea business in Kiangning will no doubt increase year after year.

The Shanghai *Chung-shan* states that the Kiangnan Water Police, which has been formed, is now being organized. The system will be that of the European Water Police, which has been found to be the most efficient. The supply of the electricity will be generated on the premises, and the machinery and lamps are being put in under the superintendence of Mr. A. Thompson, of the Chinese and Japan Telegraph Company.

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The French cruiser *Albatross* arrived at Wanchow on the 30th ult. from Hongkong. The French frigate *Toussaint* arrived at Wanchow on the 30th ult. from Hongkong. The French frigate *Toussaint* arrived at Wanchow on the 30th ult. from Hongkong.

On Saturday afternoon a mishap befell the U.S.S. corvette *Albatross*. The vessel left Canton at high water that afternoon for Hongkong, in charge of a pilot, but she failed to get over the bar between Canton and Hongkong, and went aground on the Spout Rock. Preparations were at once made to lighten the vessel, but unfortunately on Sunday afternoon there was an exceptional high tide, and the vessel was floated without any trouble. The steamer *Hankow* passed her when on the way down to Hongkong yesterday morning, and the *Albatross* was then lying at anchor at a short distance from the place where she went aground. It is believed that the corvette has sustained little if any damage from her mishap.

The Shanghai *Chung-shan* states that the "transport steamer *Looyan* went on a trial trip on the 30th ult., but got aground near Gough Point, and was unable to get back to night. We understand that her cargo, which had been supplied by the Old Dock, were in every way satisfactory. Her engines, which have had some extensive alterations, in the way of a new high-pressure cylinder, etc., worked admirably, and without a hitch. Captain Simms is still in command, and the engine-room is under the able control of Mr. Marshall. The *Looyan* came up after morning, and is now loading guns and munitions of war at the Arsenal Wharf, where their port officer Port Arthur or Newborough."

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MAILS EXPECTED

**STEAMERS EXPECTED.**  
Union Line steamer *Galley of Lorne* left  
San Francisco to the 13th March,  
arriving here on or about the 3rd,  
& A. S. S. Co.'s steamer *Airlie* left  
San Francisco to the 28th March, and may be ex-  
pected to arrive here on or about the 7th April.

S. S. Co's steamer *Achilles* left Singapore the 1st, and is due here on the 7th instant.

D. R. steamer *Mascala* left Singapore the afternoon of the 3rd, and is due here this instant.

A. & S. steamer *Catherine* left Singapore the 5th, and is due here on or about the 10th instant.

POST-OFFICE NOTICES.

Correspondence has been mis-sent or lost, of which you are liable to be responsible, all that the addressee needs to be in the cover, *Sent to ———, or Received by ———*, or as the case may be, and forward it to the other writing, wherever to the General. This should be used on time cases of complaint cases; it is to let such matters pass for four of double, a course which generally gives the time in the end.

Delivery.—No delivery is attempted Ship, at the Post Office, Aberdeen, at private house (even though the address) when there is a place of business at which delivery can be effected.

Postal Guide for 1886, revised to date found in the *Daily Press* Directory, 6th edition, p. 701 and all edition. This is an authorized complete Summary of information published in Hongkong.

an authorized List of Mails issued in  
on with this paper is the one published  
each day in our Extra, which is always  
to a much later hour than that given  
in the paper.

A MAIL VESSEL CLOSURE.

Kobe and Yokohama.—Per *Volga*, to-  
6th inst., at 7.30 A.M.

Swatow and Surack.—Per *Phra C. C.*  
to-morrow, at 8th inst., at 8.30 A.M.

Amoy and Shanghai.—Per *Nestor*, to-day,  
inst., at 10.30 A.M.

Amoy.—Per *Trillo*, to-day, the 6th inst.  
5.00 P.M.

Amoy.—Per *Anigo*, to-day, the 6th inst.  
5.00 P.M.

Amoy.—Per *Granger Rolf*, to-day, the 6th  
inst., at 5.00 P.M.

Hafong.—Per *Aitine*, to-day, the 6th  
inst., at 5.00 P.M.

Swatow.—Per *Nanshan*, to-day, the 6th  
inst., at 5.00 P.M.

Shanghai.—Per *Marcia*, to-morrow, the  
7th inst., at 11.30 A.M.

Shanghai.—Per *Boothsag*, to-morrow,  
to-morrow, at 3.30 P.M.

Amoy and Manila.—Per *Diamante*, to-  
the 7th inst., at 4.30 P.M.

Swatow, Amoy, and Poochoo.—Per  
Amoy, on Thursday, the 8th inst., at 9.30  
P.M.

Straits and Boutav.—Per *Phra*, on  
the 8th inst., at 2.30 P.M.

Straits and Calcutta.—Per *Ararat*  
on Tuesday, the 35th inst., at 2.30 P.M.

BY THE PHOENIX PARKET,  
French Contractor, Paved Pav. will  
be closed on THURSDAY, 24th April,  
walk to the United Kingdom, Siam,  
China beyond, and Nippon, to Suifu,  
Settlements, Budapest, Bremen, Berlin,  
Hamburg, the Austro-Hungarian  
Empire, and the Cape, Egypt, Malta, and  
Africa.  
usual hours will be observed in closing  
the road.  
Post Office declines all responsibility for  
lost Letters containing Jewellery, &c.,  
as Registration has been neglected, will  
enquiries into alleged losses such of  
them.  
S FOR CLOSING THE CONTRACT  
MAILS  
THE FRENCH MAIL.  
Day before Departure.  
Money Order Office closes. Post Office  
excepts the risk, but, which is always  
of Office hours.  
Day of Departure.  
Post Office opens.  
Delivery of Letters commences. Posting of  
Printed matter and patterns ceases.  
Mail closes, except for Late Letters.  
M. Letters may be posted with Late Fee  
until 10 o'clock.  
M. when the Post Office closes entirely,  
M. Late Letters may be posted on board  
packet with Late Fee of 10 Cents until  
of departure.

YE SUNG & CO.,  
 COAL MERCHANTS,  
 have always on hand  
 STOCKS OF EVERY DESCRIPTION  
 OF COAL  
 —Care of Messrs. KWONG SUNG & CO.  
 No. 68, PRAYA. [680.]

NOTICE.  
 HONGKONG AND WHAMPOA DOCK  
 COMPANY, LIMITED.  
 THE MANAGERS AND ENGINEERS  
 are respectfully informed that, if upon their  
 arrival in this Harbour, any of the Company's  
 vessels on should be at hand, orders for repairs if  
 the head of the vessel is No. 14, Praya  
 will receive preferential attention.  
 In the event of complaints being found  
 communicated with the Undersigned  
 immediately, when immediate steps will be taken  
 by the cause of dissatisfaction.  
 D. GILLIES,  
 Secretary.  
 Hongkong, 29th August, 1885. [35]

ENTER TIME TABLE.

**THE KOWLOON FERRY.**

**STEAM LAUNCH**  
**"MORNING STAR."**

Runs Daily as a Ferry Boat between PEDDER'S  
and TUNG-SHA TSIAT at the following  
times. This Table will take effect from  
1st October, 1885.

WEEK DAYS.		SUNDAYS.	
Leaves Hongkong	Leaves Kowloon	Leaves Hongkong	Leaves Kowloon
7.00 A.M.	7.00 A.M.	7.00 A.M.	
8.30 "	8.30 "	8.30 "	
9.30 "	9.30 "	9.15 "	
10.15 "	10.15 "		
12.30 P.	12.30 P.	1.00 P.M.	
1.00 "	1.30 "	2.00 "	
2.30 "	2.30 "	3.00 "	
3.00 "	3.30 "	4.00 "	
4.00 "	4.15 "		
5.30 "	5.30 "		5.10 "
5.10 "	6.25 "		5.45 "
6.40 "	6.15 "		6.25 "
6.45 "	7.00 "		

There will be no Launch on Monday and  
on account of coaling.

Above Time Table will be strictly adhered  
to under various circumstances. In case  
of weather, due notice will be

and stoppages. 133

NOTICE.

CHINA FIRE INSURANCE COMPANY, LIMITED.

Accepted to ACCEPT FIRST-CLASS  
rates at 1/4, nett to be Assured, and other in-  
sures at all the Treaty Ports of China  
and at Singapore, Saigon, Penang,  
Philippines.

JAS. B. COUGHTRE, Secretary.

Kong, 27th March, 1882. 709a

and Published by R. CHATTERJON WILCOX  
Canton Street, Hongkong.